BILLINGS

LEGEND

Airports having Control Towers are shown in Blue; all others in Magenta. Ground visual/radio directions (which) be doubly identified as a precaution against confusion with similar nearby airports. Only selected airports are shown.

AIRPORTS

Other than hard-surfaced runway
Seaplane Base
Hard-surfaced runways 1500 ft. to 8999 ft. in length
Hard-surfaced runways greater than 9000 ft. in length
Does not refer to hard-surfaced runway. See Remarks or Airport Facility Directory for complete information.

All recognizable civil airports, including those closed, are charted. Military airports are charted as conditions permit.

ADDITIONAL AIRPORT INFORMATION

Private "(PVT)" - Approval to land being arranged by or for individual.
Military - Other than normally active military runway, see Remarks or Airport Facility Directory for complete information.
Supplemental - private airport not charted, but operating and listed in Airport Facility Directory.
Abandoned - Visual inspection and field location during annual aerial survey indicates airport abandoned. Airport Facility Directory lists date of A/FD update that airport was found to be abandoned.
Landing area not visible from air. Pilot should contact ATC or receive assistance of airports while Hard-surfaced runway is operational.
Landing area not visible from air. Pilot should contact ATC or receive assistance of airports while Turf runway is operational.

AIRPORT TRAFFIC SERVICE AREA

AIRSPACE INFORMATION

Only Mode C transponder required within airspace boundary shown, and above 10,000 feet MSL, on entire route of flight.
Class B Airspace
Class C Airspace (Inside C and Outside B, 2 NM Radius)
Class D Airspace
Class E (700') Airspace to the Surface of the Earth (Class E Airspace begins at 700 feet above the surface and extending from base)
Class E (Other) Airspace
Class E Airspace with floor of 1200 ft. or greater above the surface
Class E Airspace with floor of 14,500 ft. or greater above MSL
Class E Airspace above or 1200' AGL, where otherwise designated on charted airway.
Class E airspace lies within the Federal Airways System. Class E airspace is also established for airports that ...
Class G Airspace
Temporary Reserved Airspace
Military Training Routes (MTR) and Warning, Alert, Controlled and Restricted Areas
Alert Area and MOA
Special Aircraft Traffic Area (SATA)
Special Aircraft Traffic Area (SATA) (Part-Time)
Ultralight Activity
Hang Glider Activity
Other Operations
Parachute Jumping Area
Published Route
Non-Directional Radio Beacon
Non-Directional Radio Beacon (Compass Locator)
Intersection
Reporting Point
Mileage breaks
Minimum Enroute Altitude (MEA)
Minimum Obstruction Clearance Altitude (MOCA)
Minimum Reception Altitude (MRA)
Maximum Authorized Altitude
Changeover Point (COP)
Compulsory Reporting Point
Boundary of Special Use or Restricted Airspace
Terminal Area Chart

COMMUNICATION DOISS

RADIO AIDS TO NAVIGATION

VHF Omni VHF/DME (VOR)
VOR/TAC
VOR-DME
Non-Directional Radiobeacon (NDB)
NDB - DME

OBSTRUCTIONS

MISCELLANEOUS

TOPOGRAPHIC INFORMATION

CONVERSION OF ELEVATIONS

CONTOUR INTERVAL 200 feet

HIGHEST TERRAIN in this area is 11370 feet located at 47 29'N - 107 57'W

Spot elevation 4254
Approximate elevation 4000
Doubtful locations are indicated by variation of the point location (dot or "x").

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EFF. DATE 10328

Features normally used as checkpoints for controlling VFR traffic are emphasized on the series of charts so they may be readily identified.

Example: ▲ PEAK (PLT)

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES - Aircraft operating in the vicinity of the U.S. Canadian border should monitor viability air guard frequency 243.0 (or 243.0/121.5). It is incumbent upon all aircrafts to know and understand their responsibilities if intercepted. Review NORAD procedures in the Publication Publications (PLPs). Failure to do so could result in an intercept or aircraft and flares are dispensed in the area of the aircraft, audience and pay strict attention, contact air traffic control immediately (or the local frequency or 121.5) and follow their instructions. Radio communication failure (COM) signals be advised that non-compliance may result in the use of flares.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are depicted on all VFR sectional charts on upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Military activities are conducted on these routes, and like charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Military training routes above 10,000 feet MSL with speeds over 250 knots are depicted on the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current charts.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA airspa...

BILLINGS

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 48° 40'
World Geodetic System 1984 (WGS 84) Datum - Mercator Projection

60th EDITION EFFECTIVE DATE: 26 AUG 2010
TO WHICH: 12 MAR 2011

Revision airspace simultaneously effective: 26 JUL 2012
and all other aeronautical data received by 1 JUL 2012

Information on this chart is compiled from official sources and is revised periodically. Users should obtain new charts every 56 days in the interim CHARTS NOTICE (CN) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

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